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PORT HEALTH DISTRICT
OF WORKINGTON

Annual Report

OF THE

PORT MEDICAL OFFICER

FOR THE YEAR 1965

BY

JAMES L. HUNTER,
M.B., Ch.B., D.P.H.

Public Health Department,
Town Hall, Workington.
January, 1966

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MEMBERS OF THE WORKINGTON PORT HEALTH AUTHORITY

Chairman:

COUNCILLOR H. H. MCMANUS.

(*Workington Borough*)

COUNCILLOR J. G. BARNETT (Cockermouth R.D.C.)

„ J. BROWN (Cockermouth R.D.C.)

„ W. J. CONNOR (Workington Borough)

„ T. MCCRACKEN (Ennerdale R.D.C.)

„ J. E. MILLER (Workington Borough)

„ J. C. MOORE (Workington Borough)

„ J. SINCLAIR (Workington Borough)

„ D. VICKERS (Workington Borough)

ALDERMAN W. A. WALKER (Workington Borough)

TOWN HALL,

WORKINGTON.

January, 1966.

To the Chairman and Members of the

Workington Port Health Authority.

Mr. Chairman and Members,

I have pleasure in presenting my Annual Report for the year 1965. This is a year when a fuller account is rendered in terms of Form Port 20 dated October, 1952 which called for an expanded report quinquennially.

The main import is of course iron-ore. Compared to the year 1960 the total weight of imports and the number of ships entering the port have declined. This is naturally consequent upon a varying recession in the staple industry of the town over the last five years. This again is reflected in exports by ships of all iron and steel products. The total tonnage of all exports, to foreign parts or coastwise dropped from 101,000 tons in 1960 to 61,700 tons in 1965. The only increase in fact shown is in respect of coal which is exported coastwise. It is a pity that this activity of the port may be curtailed by factors in the actual production of his cargo.

From the port health point of view it is pleasing to record the advance in hygiene on board ships. Many of the vessels reaching the port were purpose-built for carrying iron-ore and so constructed as to separate this heavy but dusty cargo from the operational and living part of the ship. It is now difficult to find evidence of rat or insect infestation at all on ship or dock.

No case of infectious disease occurred on any ship entering the port during 1965. Only three seamen are known to have required treatment for venereal disease during the year. A scheme for the re-vaccination of all ships personnel has been under way for about two years and it is satisfactory to record that good use is made of this by ships' captains. The consequent vaccinal state of crews regularly coming to this port is likely to be high.

Section I—Staff.

Name of Officer.	*Nature of Appointment.*	*Date of Appointment.*	*Any Other Appointments Held.*
George McKay Porter, Solicitor	Clerk.	March, 1959	Town Clerk, Borough of Workington.
James L. Hunter, M.B., Ch.B., D.P.H.	Port Medical Officer of Health.	July, 1950	Medical Officer of Health, Borough of Workington. Western Area Medical Officer, Cumberland County Council.
Ronald E. Fletcher, M.B., Ch.B.	Deputy Port Medical Officer.	October, 1941	Private Practitioner.
*‡†Donald A. Fogg,	Port Health Inspector.	December, 1964	Chief Public Health Inspector, Borough of Workington.
*Charles E. Pearson	Assistant Port Health Inspector.	November, 1948	Assistant Public Health Inspector. Borough of Workington.

*Holds the statutory qualification as a Public Health Inspector.

†Holds the Meat and Other Foods Certificate of the R.S.H.

‡Holds the Smoke Inspectors Certificate.

Address and Telephone Number of the

Port Medical Officer:—Public Health Department,

Town Hall, Workington.

Phone: Workington 2251.

Section II.

Shipping Enternig the Port During the Year.

Ships from	*Number.*	*Net Tonnage.*	*Number Inspected.*		*Number of ships reported as having, or having had, during the voyage, infectious disease on board.*
			By the Medical Officer of Health.	*By the port Health Inspectors.*	
Foreign Ports	96	230,772	9	96	Nil
Coastwise	322	89,408	Nil	41	Nil
Total	418	320,180	9	137	Nil

Section III.

Character of Shipping and Trade during the Year.

Passenger Traffic:

Number of passengers Inwards 2
Number of passengers Outwards ... Nil

Cargo Traffic:

The number of vessels arriving decreased by ten as compared with 1964, imports decreasing by 44,498 tons.

IMPORTS.

	Tons.
Coastwise:	
Bricks and Ganister	3,297
Steel Scrap	3,650
Petroleum	73,287
Scrap Moulds	426
	80,660
Foreign:	
Ore	677,956
Pig Iron	5,483
Rock phosphates	284
	683,723
TOTAL IMPORTS	764,383

Exports decreased by 18,897 tons as compared with 1964.

EXPORTS.

Coastwise:

Steel sleepers	2,513
Steel rails	3,130
Steel fishplates	180
Steel billets	2,330
Ingot moulds	11,747
Pig iron	4,792
Coal	35,916
Steel soleplates	626
Pitch	508
	61,742

Foreign:

Pig iron	6,956
Ingot moulds	16,764
Pitch	770
General cargo	5,275
Tar	1,339
Steel rails	5,403
	36,507
TOTAL EXPORTS	98,249

Ports from which Ships arrived.

Foreign—96.

Algeria		Bona	5
Brazil		Macapa	2
Egypt		Abu Zenima	3
Germany		Dresden	1
		Hamburg	1
		Karstadt	1
Ghana		Abidjan	1
Holland		Ymuiden	1
India		Bombay	1
Morocco		Casa Blanca	2
Norway		Kirkenes	59
		Narvik	1
		Moi Rana	5
		Tromso	1

Russia		Poti	4
S. Africa		Port Elizabeth	1
Spain		Almeria	3
Sweden		Oxelosund	4

Coastwise—322.

Annan	1	Irvine	1
Ardrossan	3	Islay	1
Arklow	1	Kirkcaldy	1
Avonmouth ...	3	Killybegs	1
Ayr	1	Letterkenny	1
Barrow	7	Liverpool	22
Belfast	35	Londonderry	12
Birkenhead ...	6	Manchester	2
Bridgewater ...	1	Mostyn	1
Buncrana	1	Moville	1
Cardiff	1	Newry	1
Castletown ...	2	Paisley	2
Coleraine	1	Portishead	1
Connah's Quay ...	2	Preston	5
Cork	1	Runcorn	4
Douglas	4	Salford	1
Drogheda	4	Sharpness	1
Dublin	5	Silloth	2
Dundalk	1	Sligo	2
Faslane	1	Stanlow	63
Fleetwood	1	Swansea	1
Garston	1	Waterford	1
Glasgow	7	Weston Point	6
Gloucester ...	1	Whitehaven	2
Greenock	21	Wicklow	1
Hayle	10	Yelland	3
Heysham	40	Fishing Grounds ...	10
Holyhead	11		

Section IV—Inland Barge Traffic.

The port is used only by coastal and foreign going vessels, there being no navigable inland waterway serving the port and therefore no inland barge traffic.

Section V—Water Supply.

The water supply at the dockside is taken from the same supply as the Borough and is derived from Crummock Lake.

The West Cumberland Water Board is responsible for the control, treatment and distribution of the supply which is collected from a gathering ground of approximately 25 square miles in area in the Lakeland Fells surrounding the Lake and some 10 miles from Workington.

The water is soft in character (average 22.5 parts per million total hardness) and slightly acid. The water is treated at Lorton, which is adjacent to the lake, by the addition of lime, to adjust the Ph. value to an average of 7.0, and chlorinated.

Water is supplied direct to the vessels by hosepipe from the dockside hydrants and no water boats are used. In the event of any vessel standing off outside the port requiring water, the tug takes a supply out in its fresh water tanks.

Most of the foreign going vessels using the Port have equipment for the processing of sea water and this water has proved to be very satisfactory.

Routine enquiries are made on all vessels as to the source of their drinking water supplies and when the tanks were last cleansed.

On one vessel it was found that the cook was priming an old hand jump in the galley from a supply not fit for drinking. The washers were renewed and the piping altered to eliminate the need for priming; no further trouble occurred.

The Dock Board employs a labourer solely on the control of the water supply to ships. He is responsible for maintaining the cleanliness of the hoses and hydrant boxes. The dockside is often covered with a layer of sludge-like iron ore so the hoses are removed from the dockside immediately after use and properly stored. The hydrant boxes are fitted with proper covers and are drained into the dock to prevent accummulations of water round the pipes and valves.

Samples of drinking water have been taken from five ships during the year and in every case the laboratory report has been "EXCELLENT".

Section VI—Public Health (Ships) Regulations, 1952.

List of Infected Areas.

H.M. Customs Officers receive the World Health Organisation's Weekly Epidemiological Record and any

notifications affecting a Port from which vessels are expected are passed to the pilots.

Radio Messages. Incoming vessels can be contacted via Port Patrick radio station or if within range by the wireless on the Pilot Launch.

All radio messages are routed via the Dock Office of the Workington Harbour and Dock Company and are passed on to the appropriate official by telephone.

Notifications otherwise than by Radio. Telegrams are delivered to the Authority's telegraphic address or to the appropriate official's telephone.

Other messages are passed to the pilots when they first meet the vessel on arrival off the Port and transmitted via the pilot boat's radio to the shore.

Mooring Stations. Infected or suspected ships can be moored in Workington Roads off the Port prior to docking or if in the dock they are either breasted off the dockside or their particular berth is isolated.

The dock police have been advised of the necessary precautions which must be observed should an infected or suspected ship arrive at the Port and they will work under the direction of the Authority's officials as required.

Hospital Accommodation for infectious disease (other than smallpox) would be provided by the West Cumberland Group of Hospitals as required.

Surveillance and follow up of Contacts. Every vessel is under daily surveillance while in the Port and this would be stepped up should the necessity arise. If crew members or other contacts have left the vessel notification would be sent to their local Medical Officers of Health. The Port Medical Officer is also the Medical Officer of Health for Workington Borough and also Western Area Medical Officer for Cumberland County, and the Port Health Inspectors are also Public Health Inspectors for the Borough so that adequate follow up of local contacts can be undertaken by the Port officials.

Cleansing and Disinfection of ships and persons would be carried out by the Authority's staff. Clothing and other articles would be steam disinfected at one of the local hospitals.

Section VII—Smallpox.

Cases of smallpox would be sent to Langley Park Isolation Hospital near Durham City. The Cumberland County Council is responsible for the transport of such cases and the vaccinal state of the ambulance crews is under constant review and satisfactory.

The scheme for the re-vaccination of ships' personnel mentioned in the introduction to this report has been well taken up by ships captains. A form is presented to each captain giving a small statement of the case and room for the captain to supply a nominal roll of personnel requiring the service. Re-vaccinations are carried out by the Port Medical Officer by arrangement on the ship or in the office according to the numbers requiring to be done.

Section VIII—Venereal Disease.

Free confidential treatment for Venereal Disease is provided by a Local Medical Practitioner appointed by the Regional Hospitals Board (Dr. R. N. R. Grant, 82 John Street, Workington). The hours during which treatment can be obtained are 9 a.m. to 10 a.m. daily except Sundays and 6 p.m. to 7 p.m. excepting Sundays and Thursdays.

Treatment is also obtainable at the West Cumberland Hospital, Whitehaven and the Cumberland Infirmary, Carlisle.

On arrival at the Port the Master of each vessel is supplied with detailed information as to the free treatment which is available and advised that early specialist treatment is advisable in all cases. Posters in the dock area also give this information.

During the year three seamen are known to have received treatment at these centres. This number is likely to be smaller than the number of actual cases requiring treatment. It is likely that gonorrhoea does not come to light and to a proper course of treatment in every case because of the smothering effect of efficient drugs not fully applied. It is felt too that the increase of gonorrhoea in the town is at least partly due to such hidden and imperfectly treated cases.

Section IX—Cases of Notifiable and other Infectious Diseases on Ships.

Table D.

Category.	*Disease.*	*Number of cases during the year.* *Passengers.*	*Crew.*	*Number of ships concerned.*
Cases landed from ships from foreign ports	—	—	—	—
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	—	—	—	
Cases landed from other ships	—	—	—	—

On four vessels cases of sickness and injury were reported by the respective Masters on arrival:—

Nationality.	*Complaint.*	*Treatment.*
Norwegian	Dog bite	Local Medical Practitioner.
Norwegian	Skin condition	Local Medical Practitioner.
British	Injury	Removed to Hospital.
Norwegian	Sore throat and fever	Local Medical Practitioner.

Section X—Observations on the Occurences of Malaria in Ships.

There have been no cases of malaria reported during the year.

All foreign going vessels carry supplies of Paludrine and other anti-malarial drugs and Masters are advised to administer regular doses prior to arrival at known or suspected mosquito-infested areas.

Section XI—Measures taken against Ships Infected or Suspected for Plague.

No ships infected or suspected for plague have arrived at the Port during the year and so it has not been necessary to take any action.

Section XII—Measures against Rodents in Ships from Foreign Ports.

All vessels arriving from foreign ports are automatically examined for defects and the presence of vermin and rats. Should any evidence be noted which indicates the presence of rats then a systematic check of the whole vessel including turning of all stores and equipment, stripping of lifeboats, prebaiting and trapping would be undertaken and rat guards fitted to all ropes, etc.

Workington is an approved Port for the issue of Deratting and Deratting Exemption Certificates and arrangements have been made with a commercial contractor (Rentokil Ltd.) should it be necessary to fumigate with Hydrocyanic Acid Gas or carry out treatment with Fluorocetamide. Samples of any rats caught are sent to the Public Health Laboratory, Carlisle for plague examination but this year none have been found.

Particular regard has been paid to the buildings and dockside areas so that rat infestation is eliminated, the buildings being rat proofed as far as possible and any suitable feeding grounds eliminated.

There have been no cases during the year of rats being found on board ships in the Port. The type of cargo handled in Workington and the better management and relatively modern construction of vessels using the Port, together with the repugnance with which the modern seaman regards rodents and other vermin have almost eliminated rats on vessels using this Port.

There is also no doubt that the rigid measures presently being enforced by all Port Authorities and the introduction of Rodent Control Certificates have drastically reduced the rat population and would slowly lead to the elimination of this pest if carried out on a world-wide basis.

TABLE E.

Rodents destroyed during year in Ships from Foreign Ports.

Category.	*No.*
Black rats	Nil
Brown rats	Nil
Species not known	Nil
Sent for examination	Nil
Infected with plague	Nil

TABLE F.

Deratting Certificates and Deratting Exemption Certificates Issued during the Year for Ships from Foreign Ports.

Number of Deratting Certificates Issued						
After fumigation with					*Number of Deratting Exemption Certificates Issued.*	*Total Certificates Issued.*
H.C.N.	*Other Fumigant.*	*After Trapping.*	*After Poisoning.*	*Total.*		
—	—	—	—	—	25	25

In addition 1 Rodent Control Certificate was issued in accordance with the Prevention of Damage by Pests (Application to Shipping) Order 1951.

Section XIII—Inspection of Ships for Nuisances.

Table G

Inspections and Notices.

Nature and Number of Inspections		*Notices served.* *Statutory Notices*	*Other Notices.*	*Result of serving Notices.*
British	49	Nil	5	Work required carried out
Foreign	88	Nil	5	Work required carried out
	137	Nil	10	

The 10 notices cover the following defects, nuisances or other conditions prejudicial to health:—

	British.	*Other Nationalities.*
Dirty provision stores	3	1 Norwegian
	—	1 Dutch
Dirty galley	2	1 Dutch
Dirty cooking utensils and equipment		1 Norwegian
Smoking in galley		2 Norwegian
Defective or dirty toilets	2	1 Norwegian
	—	1 Dutch
Defective water pump	1	
Choked scuppers	1	
Scupper boards not fitted	1	
	—	—
	10	8
	—	—

The number of vessels that entered the Port during 1964 was 418 as compared with 428 in the previous year. The following table gives the numbers arriving since 1956.

Year.	*Number.*	*Total Net Tonnage.*	*Total Cargo Tonnage.*
1956	540	351,731	730,957
1957	608	377,009	750,901
1958	503	313,097	585,922
1959	418	303,251	685,774
1960	544	475,216	1,046,696
1961	464	288,194	588,909
1962	416	267,802	667,936
1963	424	274,154	611,994
1964	428	346,684	808,881
1965	418	320,180	764,383

The numbers by nationalities of the vessels entering the Port were as follows:—

Nationality.	*No. of Ships.*
British	258
Norwegian	74
Dutch	50
German	13
Danish	6
Swedish	7
Panamanian	1
Channel Isles	1
French	2
Spanish	1
Irish	1
Greek	3
Belgian	1
	418

Section XIV—Public Health (Shell Fish) Regulations, 1934 and 1948.

There are no shell-fish beds or layings within the jurisdiction of the Authority.

Section XV—Medical Inspection of Aliens.

The Port is not approved for the landing of Aliens.

Section XVI—Miscellaneous.

In the event of a death due to infectious disease occurring on board ship the Shipping Agents concerned would make all the arrangements re burial under the supervision of the Port Medical Officer. Thorough disinfection of the parts of the ship concerned would be undertaken by the Port Health Officers who would also see that the personal belongings of the deceased were properly dealt with prior to disposal.

The foreshore under the jurisdiction of the Authority (i.e. that section of the coast lying between the boundary of Whitehaven Borough in the South and Maryport Urban District in the North) has been kept under surveillance. The decomposed carcase of a pig and of a sheep have been removed from the foreshore. The outfall of the joint sewer

serving parts of Seaton and Siddick village has caused some concern during the year. Representations have been made to the authorities concerned and certain steps have been taken to prevent the pollution of the beach with sewage. It would seem that major works are required as the complete relaying of this outfall is the only way in which the nuisance can be completely eliminated. This project is in hand and a joint outfall to serve Seaton, Northside and Siddick has been designed.

The Thames Board Mills project at Siddick is developing rapidly and the thirty inch effluent pipe has been laid below the foreshore to low water mark and will shortly be carried out to deep water.

Considerable development is taking place at Harrington within Workington Borough. A large area comprising some 32 acres is being contoured, the sea wall improved and the old harbour converted to a marina for small craft. It is expected that considerable dredging of the outer harbour will be taking place and it is hoped that this derelict site will then become a pleasant area providing many recreational facilities and a pleasant oasis in an otherwise very drab industrial coastline.

The outfall of the Lowca Chemical Works has been visited on several occasions and though the old tarry deposits still remain firmly attached to the rocks and sea wall, no new accumulations have been noticed.

I again wish to record my thanks to the Secretary and Manager of the Workington Harbour and Dock Company Limited, Mr. J. Z. Bridgewater, to his staff, to the officers of H.M. Customs, and to the sea-going personnel who smooth so efficiently the work of the port health officers on the dock, in the ships, and in the roads of the Solway Firth. I thank also my own Port Health Inspectors for their constantly good work at the Port and for their help in the preparation of this report.

I am,

Mr. Chairman and Members,

Your obedient servant,

JAMES L. HUNTER, M.B., Ch.B., D.P.H.,

Port Medical Officer.

CUMBERLAND STAR LTD.